

Figure 12
Improvement Option 5: Proposed Snow Storage Widening Typical Cross-Section

6.6 Improvement Option 6 – Rehabilitation with Minor Realignments (Recommended)

Improvement Option 6 is the recommended option for implementation, see Figure 13. This option consists of the following elements:

- From RP 6.1 to RP 7 the road is already widened in this section.
- From RP 7 to RP 17 rehabilitate and minor widening of the roadway to a 24 foot top width (see Figure 14).
- At RP 8 and RP 11 realign the road centerline to increase safety (see Figure 15).
- From RP 17 to RP 20.1 rehabilitate and minor widening of the roadway to a 22 foot top width to reduce impacts to the natural environment (see Figure 16). A design option from RP 17 - 19 that was evaluated during the Alternatives Screening Agency Workshop included reduction of the top width to 22 feet. This roadway width was discussed as a possible means for future consideration, to reduce impacts to the natural environment. A design option from RP 19 – 20.1 that was evaluated during the Alternatives Screening Agency Workshop included reduction of the top width to 20 feet. This narrower roadway width was discussed as a possible means for future consideration, to reduce impacts to the natural environment.
- Design Values identified in AASHTO's Geometric Design of Very Low Volume Roads may be used to identify and justify design criteria exceptions that could be used to reduce impacts to the natural environment – see Design Criteria Table 13.
- Install warning signs as shown in Table 15.
- Use 6 inch pavement striping to help reduce speeds.
- Flatten side slopes or install guardrail as shown in Table 14.
- Create a “V-ditch” where possible to help with snow storage.
- The actual method used to rehabilitate the existing pavement (full depth reclamation, foam mix, cold in place recycle, or some other method) will be determined at a later date after sufficient testing of the existing roadbed has been made, and given the nature of the facility. The cost estimate prepared for this option includes costs to cover whatever rehabilitation method is chosen.

Option 6 Advantages:

- Corrects major horizontal, vertical, and roadside deficiencies identified.
- Addresses safety concerns identified, by providing improved pavement condition, consistent roadway width, safer curves, and guardrail.
- Less expensive than a full reconstruction - Option 1 (\$13.5 million in 2006 dollars, which includes the cost of obtaining additional right-of-way at selected locations - see Appendix F for detailed estimate breakdown).
- Is in line with public perception regarding the nature of the road.
- Provides room for snow storage to address the problem identified by Lincoln County Maintenance.
- Can adequately handle anticipated traffic volumes.
- Takes steps to minimize impacts to surrounding natural environment.
- Help reduce accidents by meeting Driver expectation of a constant width roadway.

Option 6 Disadvantages:

- Potential minor impacts to the surrounding natural environment, including parts of the Grizzly Bear distribution area (GBDA), Wildlife Linkage zones (WLZ), and Pipe Creek (see sheet 3 in the “Roadway Inventory” sheets in Volume 2 where portions of Hwy 567 Pipe Creek Road are within the GBDA, and WLZ). Because development is anticipated to remain low in density and projected traffic volumes are well below the threshold of 4,000 vehicles per day (see Section 4.10.5), it is anticipated that minimal influence to the WLZ or GBDA will result from Option 6, there will still be some minor impacts to wildlife from daily traffic.



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- Will require closing the road periodically during construction, closures will be temporary and coordinated with Lincoln County and the USFS.

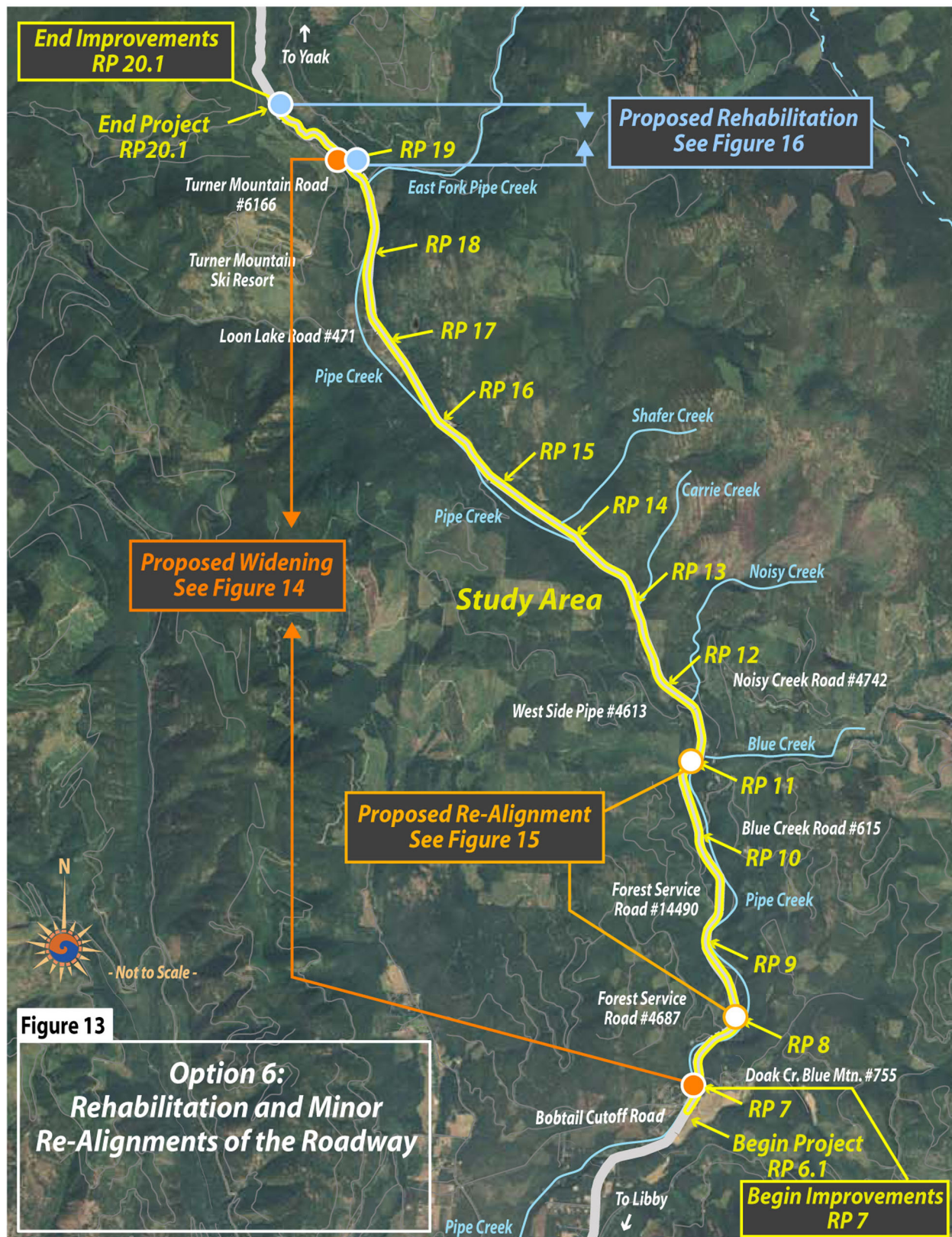
The summary below shows the comparative costs of each of the options.

Summary of Costs	
	Total - 2006 Dollars
Option 1 - Full Reconstruction	\$ 24,727,032
Option 2- Rehab with widening to 24'	\$ 10,165,987
Option 3 - Rehab with no widening	\$ 5,698,042
Option 4 - Spot Improvements	\$ 187,501
Option 5 - Snow Storage Widening	\$ 450,528
Option 6 - Recommended in Corridor Study	\$ 15,500,000

6.7 Management Strategies

As part of this study various resource management strategies were discussed which are not included as part of the improvement options mentioned above. Following is a summary of these strategies:

- Snow Removal – Rather than widening the roadway prism to allow for snow storage, we investigated an option of purchasing modern snow removal equipment that throws the snow away from the road. This equipment is very expensive and exceeds budget limitations for Lincoln County snow removal. This is a strategy that Lincoln County can implement at any time in the future if it becomes financially feasible.
- Grizzly Bears – One of the problems identified by the resource agencies during this study is the fact that bears like to eat trash and other human food which puts them in harms way. Better management of trash or other items bears like to eat could help to reduce this problem and would lessen the chances of Grizzly Bears interacting with humans and being killed. This strategy will be discussed at the final public meeting for this study. Local communities and others are also encouraged to promote this management strategy. A type of neighborhood watch program was also discussed to discourage poachers from killing Grizzly Bears. Details of this strategy were not discussed but the concept is to have residents watch out for the protection of the Grizzly Bears by discouraging and reporting poaching activities to the proper authorities. This strategy will also be discussed at the final public meeting for this study.



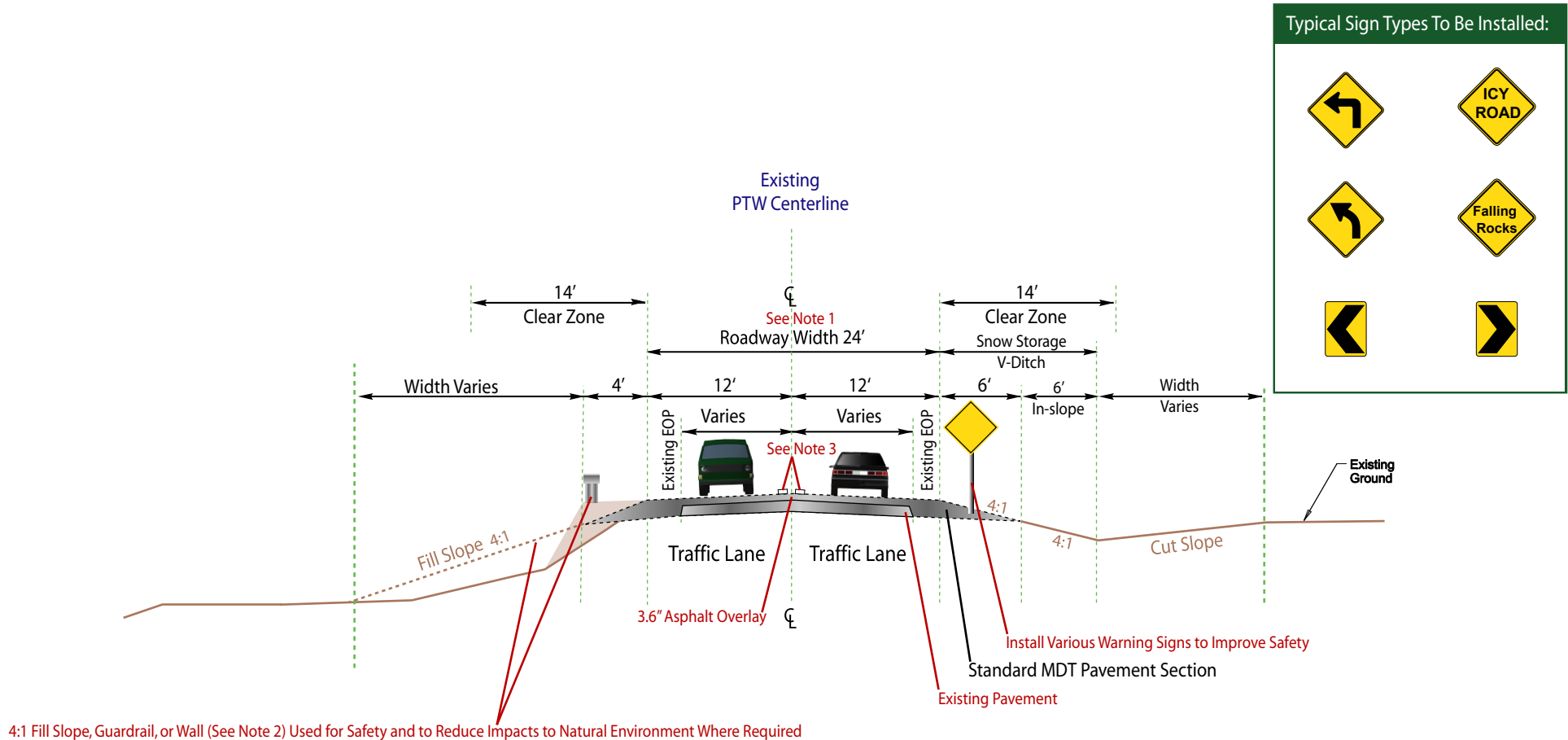
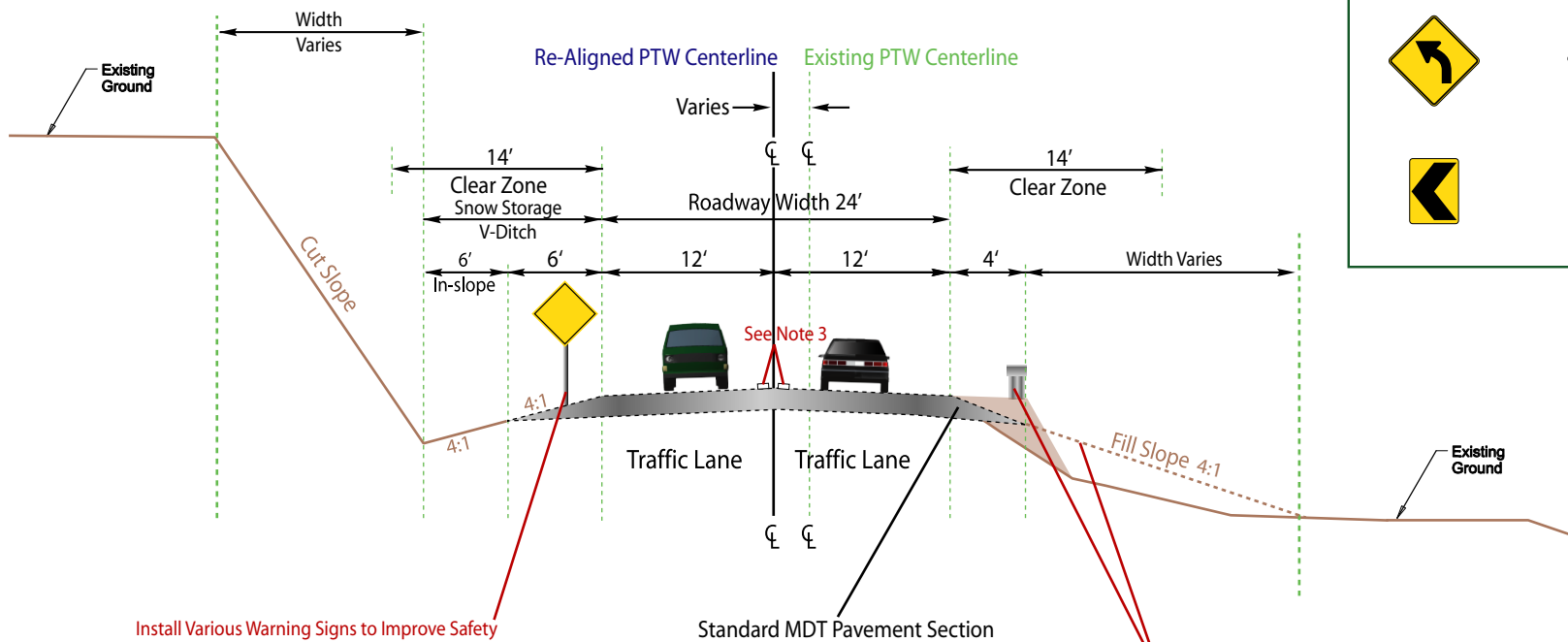


Figure 14

Improvement Option 6: Rehabilitation With Minor Widening From RP 7 to RP 19 Typical Cross-Section

Notes:

1. Design Option 1 is to use a 22' Roadway Width from RP 17 to RP 19 to Decrease Impacts.
2. Use Guardrail with a Long Post to Reduce Deflection Distance Required Behind Guardrail.
3. Use 6" Wide Paint Stripes to help reduce Speed.
4. Use a 45 MPH Design Speed



Typical Sign Types To Be Installed:

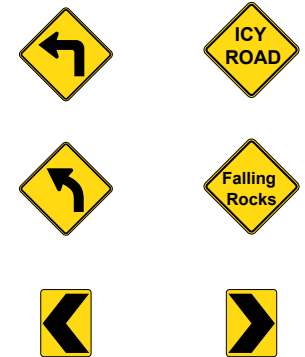


Figure 15

Improvement Option 6: Re-Alignment at RP 8 and RP 11 Typical Cross-Section

Notes:

1. Approximately 1000' of Re-Alignment Needed at Both RP8 and RP11.
2. Use Guardrail with a Long Post to Reduce Deflection Distance Required Behind Guardrail.
3. Use 6" Wide Paint Stripes to help reduce Speed.
4. Use a 45 MPH Design Speed

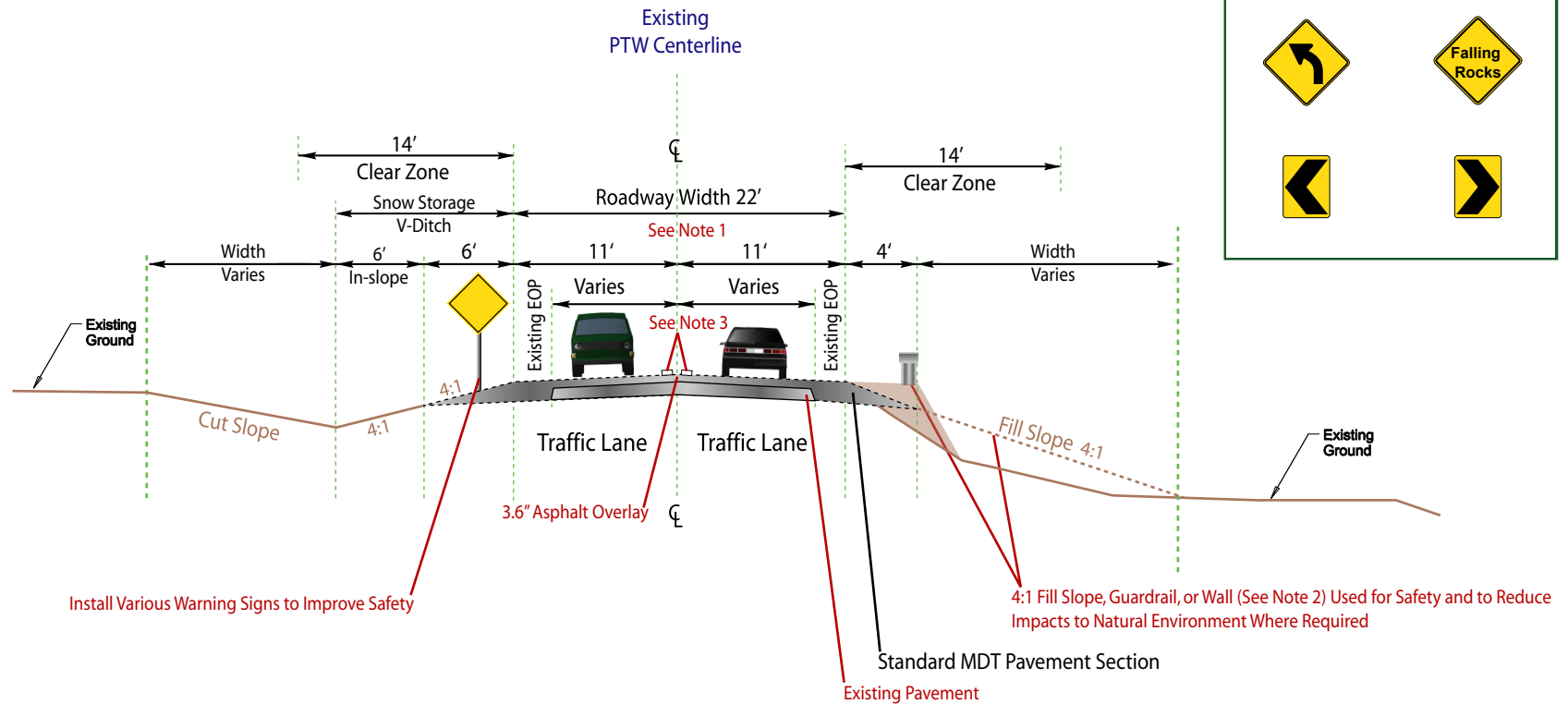


Figure 16
Improvement Option 6: Rehabilitation From RP 19 to RP 20.1 Typical Cross-Section

Notes:

1. Design Option 2 is to use a 20' Roadway Width from RP 19 to RP 20.1 to Decrease Impacts.
2. Use Guardrail with a Long Post to Reduce Deflection Distance Required Behind Guardrail.
3. Use 6" Wide Paint Stripes to help reduce Speed.
4. Use Design Speed of 25 MPH, Which is Appropriate for Existing Geometry to Reduce Impacts to Natural environment.

7.0 Funding

As part of the state-designated Secondary Highway System the most prevalent source of funding for improvements along the Hwy 567 corridor is Surface Transportation Program-Secondary (STPS) funds.

7.1 Secondary Highway System (STPS)

The Federal and State funds available under this program are used to finance transportation projects on the state-designated Secondary Highway System. The Secondary Highway System is defined under 60-2-125, MCA as those highways that have been functionally classified by the MDT as either minor arterials or major collectors. These highways have been selected by the Montana Transportation Commission in cooperation with the county commissioners to be placed on the secondary highway system. Of the total received, 86.58% is Federal and 13.42% is State funds from the State Special Revenue Account. Eligible activities include reconstruction, rehabilitation, and miscellaneous improvements.

Secondary funds are distributed statewide (MCA 60-3-206) to each of five financial districts, based on a formula, which takes into account the land area, population, road mileage and bridge square footage. For the total funds available, a minimum of 65 percent are allocated for capital construction projects. The remainder of the funds may be used by MDT for secondary highway system pavement preservation. MDT and county commissions determine Secondary capital construction priorities for each district with final project approval by the Montana Transportation Commission. By state law the individual counties in a district and the state vote on Secondary funding priorities presented to the Montana Transportation Commission. The Counties and MDT take the input from citizens, small cities, and tribal governments during the selection process. Projects are let through a competitive bidding process.

Hwy 567 is Lincoln County's current secondary highway project priority, which has been approved by the Montana Transportation Commission. Approximately \$5.6 million is available for construction of a project beyond 2011.

7.2 Public Lands Highways (PLH)

Federal Lands Highway Program (FLHP) is a coordinated Federal program that includes several funding categories including PLH funds which is a potential funding source for improvements along this corridor.

7.2.1 Discretionary

The PLH Discretionary Program provides funding for projects on highways that are within, adjacent to, or provide access to Federal public lands. As a discretionary program, the project selection authority rests with the Secretary of Transportation. However, this program has been earmarked by Congress under SAFETEA-LU. There are no matching fund requirements.

7.2.2 Forest Highway

The Forest Highway Program provides funding to projects on routes that have been officially designated as Forest Highways. Projects are selected through a cooperative process involving FHWA, the US Forest Service and MDT. Projects are developed by FHWA's Western Federal Lands Office. There are no matching fund requirements.

7.3 Potential funding sources for smaller scale improvements along this corridor include:

7.3.1 Highway Safety Improvement Program (HSIP)

HSIP is a new core funding program established by SAFETEA-LU. HSIP funds are federally apportioned to Montana and allocated to safety improvement projects identified in the strategic highway safety improvement plan by the Montana Transportation Commission. Projects described in the State strategic highway safety plan must correct or improve a hazardous road location or feature, or address a highway safety problem. The Montana



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Transportation Commission approves and awards the projects which are let through a competitive bidding process. Generally, the Federal share for the HSIP projects is 91.24% and the state is responsible for 8.76%.

There are two set aside programs that receive HSIP funding: the Highway – Railway Crossing Program, which is not a consideration for Hwy 567 since there are no rail crossings along this corridor and the High Risk Rural Roads Program.

7.3.2 High Risk Rural Roads Program (HRRRP)

Funds are set aside from the Highway Safety Improvement Program funds apportioned to Montana for construction and operational improvements on high-risk rural roads. These funds are allocated to HRRRP projects by the Montana Transportation Commission. If Montana certifies that it has met all of the needs on high risk rural roads, these set aside funds may be used on any safety improvement project under the HSIP.

Montana's set aside requirement for HRRRP is approximately \$700,000 per year. There is a current guardrail replacement project under development between RP 10.8 and 11.2 that is being funded through this source. Availability of additional funds through this program for Hwy 567 is limited due to other projects already prioritized within this program.

7.3.3 On-System Highway Bridge Replacement and Rehabilitation Program (HBRRP)

HBRRP funds are federally apportioned to Montana and allocated to two programs by the Montana Transportation Commission, On System and Off System Bridge programs. Projects eligible for funding under On-System program include all highway bridges on the State system. In general, projects are funded with 86.58 percent Federal funds and 13.42 percent State funds. The bridges are eligible for rehabilitation or replacement. In addition, painting and seismic retrofitting are also eligible under this program. MDT's Bridge Bureau assigns a priority for replacement or rehabilitation of structurally deficient and functionally obsolete structures based upon sufficiency ratings assigned to each bridge. The Montana Transportation Commission approves projects which are let through a competitive bidding process.

The only bridge on this study corridor crosses Pipe Creek at RP 7.4. According to MDT's Bridge Management System the structure is in good condition with a sufficiency rating of 77.7. Because this bridge is owned and maintained by the US Forest Service and in good condition it is not a priority or eligible for funding through this program.

8.0 Consultation and Coordination, Public Involvement

This section describes activities for public involvement conducted during the Libby Corridor Study process. The process was designed to be inclusive, comprehensive, open, transparent, and continuous throughout. The activities involved were designed to maximize public and agency comments. Activities included a public open house meeting and stakeholder interviews, which were supported by informational newsletters, a web site, state wide and local press releases, and public correspondence as needed. A mailing list was created to communicate with elected officials, landowners, stakeholders, and other interested parties.

8.1 Public Information Meeting

The goals of the first public meeting for the Libby Corridor Study were:

- To inform the public of the study and to explain how their input is needed to identify issues along the corridor.
- To obtain a better understanding of the roadway users, local interest of the road, and future needs of the corridor.
- To discuss potential improvements for the roadway.
- To provide education about corridor planning in general and specifically how it applies to this study.

Meeting Description and Context

Lincoln County requested the public meetings be a formal presentation given by the project team. The County also recommended that a question and answer period be allowed to generate public participation and an informal



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open house setting could follow the question and answer period. The October 17, 2006 meeting followed the recommendations of Lincoln County.

The meeting was held October 17, 2006 from 6 p.m. to 8 p.m. at Libby City Hall in the Ponderosa Room, 952 E. Spruce Street. Those in attendance included property owners along the corridor, business owners, residents of Libby, and representatives from special interest groups. Copies of the sign-in sheets are included in the Appendix E as part of the meeting notes.

Public Notification

Letters were sent to property owners two weeks before the meeting. Additional notification was sent out by MDT's Public Involvement office in a state-wide press release, notification was posted on the study website, and paid advertising was placed in the *Montanian* and *The Western News*:

- The *Montanian* is published once a week on Wednesdays: Two ads ran; Wednesday September 20 and Wednesday October 11, 2006
- *The Western News* is published on Wednesdays and Fridays: Three ads ran; Wednesday, September 27; Wednesday October 4; and Friday October 13, 2006

A copy of the approved ad is in Appendix E. A local reporter misrepresented the starting time in an article she wrote about the upcoming meeting. Consequently, two attendees came to meeting before the actual start time. The reporter based her information on the press release but posted the time as one hour earlier. This article is in the appendix.

Meeting Format

A PowerPoint presentation was provided by PB with additional comments provided by MDT staff. A question and answer session followed the formal PowerPoint presentation. Then the public was invited to provide written comments on comment cards or write directly on aerial maps of the study corridor. This was the first public information meeting related to the Libby North Corridor Study. There were 23 people signed in and 5 written comments were received at the meeting. Some attendees indicated that they would mail their comment cards later. One additional comment card was received after the October 17 meeting.

A thirty minute formal PowerPoint presentation was given by Ron Clegg (PB) with assistance from Shane Stack, Lynn Zanto, and Jean Riley, all of MDT. Shane opened the meeting and provided background information related to the project. A copy of the PowerPoint presentation is included in the Appendix E. The PowerPoint presentation served as a guide for discussion, to provide information, and to stimulate public participation. The public provided comments and participated in the discussion. Following the presentation Ron opened the meeting to questions. A summary of the questions and answers follows below. The public was then invited to tables with the aerial maps and asked to write comments directly on the maps. Project staff members were available to answer questions and assist with writing comments.

Handouts provided to the public at the meeting include the newsletter, a study area map, the list of Frequently Asked Questions (FAQ) and comment forms. Project Team attendees at the meeting included Shane Stack (MDT), Lynn Zanto (MDT), Jean Riley (MDT), Tom Kahle (MDT), Ron Clegg (PB), Stewart Lamb (PB), and Pam Murray (PB).

Meeting Summary

A complete meeting summary can be found in Appendix E. The corridor planning process was explained and discussed.

Summary of Questions and Answers

The following is a summary of the questions and answers and the discussion that followed the formal presentation.



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Questions asked by the Public:

Q Why is the study just a 14-mile segment of the roadway?

Shane indicated the project limits were defined in this way because the road can be more fully improved to RP 6.1. North of 20.1 is the Grizzly Bear recovery area, which because of the Silver Creek Mine lawsuit, transportation improvements will be difficult to achieve. It was indicated to the public that Western Federal lands has a project north of our corridor and the project is currently on hold until the outcomes of the corridor Study are finalized.

Q What roadway design standards are required to be met? Can they be met on this road? Are there allowable exceptions? Can spot improvements be done?

Shane discussed the federal requirements for roadway widening and improvements. He stated the widening standards would be a 12-foot road with 2-foot shoulders and a 4/1 slope for cuts and fills. A number of curves on the roadway do not meet federal requirements for sight distances and therefore they would need to be brought into conformance. Improvement projects would need to comply with federal environmental standards for protection of endangered species, which would require significant coordination with the Fish & Wildlife Service for Bull Trout, grizzlies, and other protected wildlife.

Shane said the environmental constraints of the corridor are significant. A meeting was slated for October 19, 2006 with the regulatory agencies to determine the extent of the constraints. He indicated it would be a difficult and very costly task to fully reconstruct the corridor. Shane also talked about design exceptions because the public wanted to know if spot improvements could be done without having to bring the entire road up to standard. The public gave the example of the patch and seal project that the Forest Service did a few years ago. They said that project was a success and that it helped significantly. The public wanted to know if other similar things could be done. Their greatest concern is safety and if safety can be improved by spot improvements then maybe that is the best improvement project they can hope for given the high cost and environmental constraints.

Shane indicated that design exceptions can be considered for the corridor. The process is somewhat cumbersome and a good justification will be required.

Q In this planning process, will alternatives be identified? Will they be based on cost, environmental issues, safety issues, and maintenance options?

Because this is a planning study we can look at all the potential improvement options that meet the needs of the corridor. We are at the point of identifying the issues and concerns and doing preliminary engineering and environmental analysis.

Q Will this study address the whole road or just issues?

This study addresses the issues and concerns that are identified in the study area. Recommendations will be made as a result of the study. Potential improvements will be considered if they are both feasible and warranted for the study area.

Q What are the costs of making improvements?

Shane indicated a ballpark cost of 25 to 35 million dollars for a full rebuild effort. The costs to do these projects are continuing to increase while the available funds are not increasing. Money for this project is made available on a competitive basis.

Q If you use State only dollars, then what?

It is difficult to obtain funds purely from the State. The problem is the lack of funds at the State level and the large number of projects that compete for those funds. If somehow State funds were obtained for the project and spot improvements were the recommended course of action, we would still be required to make improvements in accordance with MEPA which is similar to NEPA environmental federal standards.

Q If a total reconstruct is so expensive are there enough funds for the project?



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No funds are currently available for the full rebuild project. It might be easier to obtain funds for spot improvements that are not as expensive to construct. We will not lower the design speeds just to get something done.

Q If the full reconstruct is too costly now then what can be done in the future?

This is what the corridor planning study is trying to accomplish. Hopefully, we can identify a few options that are cost effective and address the needs of the corridor. The goal is to choose and spend wisely.

Q After this feasibility study is completed, then what?

It will probably take 5 to 7 years from now for the planning, environmental work and then construction can begin. The environmental document will take time, right-of-way acquisitions also take time. However, some short term improvements could happen as a result of this study that can help.

Issues and Comments by the Public

The following issues were identified as a result of the public meeting, from comment cards, and from comments written on the aerial maps

- Pipe Creek road is the most direct access for emergency services to the Yaak.
- A few issues were raised by a commercial trucker who uses the road daily and all year round:
 - The roadway safety is the most important concern. Winter time is the most dangerous time to travel. The road in many areas is not wide enough. The roadway curves are dangerous. As a commercial driver, poor roadbed issues are hard on the equipment. There have been a number of close mishaps with other motorists. Increase in population is a concern for capacity on such a small roadway. If the road is only improved to Turner Mountain then the roadway north of there will be more of a hazard because it will continue to deteriorate. The road violated driver expectation in many areas. The road is "Not a good thing the way it is."
- If nothing is done the pavement in 5 years will be worse (very poor).
- The road has no center line to separate traffic. Most people drive in the middle of the road and oncoming traffic poses a danger as it drifts into existing traffic.
- There are a number of blind corners.
- In the winter time, the snow plow only plows one lane and it is very dangerous to have only one lane open with oncoming traffic. This is becoming a bigger problem all the time since the interest in the ski resort is growing.
- Snow storage and the removal of snow is an issue for the corridor.
- Recreational traffic with the desire to access the forest lands is increasing roadway traffic.
- The aesthetics of roadway improvements is a concern.
- Recent overlay by the Forest Service was a big improvement.
- Heavy water build up in spring just south of East Fork Pipe Creek
- If MDT waits too long to do anything on Pipe Creek the costs would be so high that projects could become unfeasible.
- Most people use the whole road because there is no center line.
- Issues identified near MP19-20
 - Need new guard rail
 - The roadway is narrow through this section
 - There are a number of short sight distances around curves.
 - The road often ices over in the shady spots
- Issues identified near MP 16
 - A narrow road with poor visibility and a blind hump.
- Issues identified near MP 13
 - A number of deer hits occurred in this area.
- Issues identified near MP 12-11
 - The roadway needs a wider clearing.



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- Current construction traffic is a problem in this area.
- Issues identified near MP 11
 - This area is known to have problems with rock fall.
- Issues identified near MP 9.5
 - This road is difficult to drive because the road leans away from curve.

Recommended Improvements by the Public

- The public indicated that striping the roadway would be a significant help to improving driving safety on the roadway.
- Use minimal standards and design exceptions to mitigate for potential impacts at various spot locations.
- A recommendation was made to clear the corridor by removing brush, trees that are located too close to the roadway.
- Do something to address the shady areas near MP 19-20 that allow icy conditions to occur on roadway.
- Roadway pavement and surface improvements needed throughout the corridor. The public liked what the Forest Service did in improving the road.
- Maintain top speed of roadway between 45mph and 55 mph.
- Improve snow removal and storage by allowing more than one lane to be open during the winter.
- Improve dangerous curves by improving sight distances.
- Improve the general safety of the corridor.
- New methods to remove snow like a snow-blower may work better than a plow.
- Parking is recommended for snowmobiles at the East Fork of Pipe Creek.
- The current alignment is good.
- A band-aid approach to roadway improvements may be good enough for the corridor.
- The winter roadway maintenance, sanding, and plowing are getting better in the last few years but the County needs more money to make it safe.
- Improve the roadway area near the resort first. The area gets lots of winter use for autos and snowmobiles

Stakeholder Interviews

After the meetings the week of October 17, 2006, a decision was made to perform stakeholder interviews. The following describes the process that occurred to accomplish this task.

Goals of the Stakeholder Interviews

- To inform the stakeholder of the study and to explain how their input is needed to identify issues specific to them or the group they represent.
- To obtain a better understanding of the stakeholder interest of the current roadway, and their future needs of the corridor.
- To discuss potential improvements for the roadway.

Stakeholder Interview Description

These stakeholders were individually chosen as a representative for a community sub-group for which they are a member or a leader. These sub-groups include the business community, environmental community, or as a local government/community at large representative. Interviews were conducted by telephone by members of the Libby Corridor Study team. The most frequently cited concerns for travel and safety on the roadway were the narrow width of the road, curves and conditions related to weather. The need for safe travel for emergency service vehicles for increasing number of residents and visitors to the area, concerns for preservation of the natural character of the area, and not impacting wildlife or the streams along the roadway were also common items discussed during the interviews.

The following people were interviewed for the Study:

Name	Affiliation
Bruce Zwang	Turner Mountain Resort
Bill Patten	St. John's Lutheran Hospital
Jay Ramlo	Property Owner
Ron Higgins	Lincoln County School Superintendent
Jerry Wolcot	Plum Creek Timberland, Inc.
Scott Erickson	Rosauers Grocery
Bill Martin	Cabinet Resource Group
Michael Garrity	Alliance for Wild Rockies, Helena
Louisa Wilcox	Natural Resource Defense Council, Bozeman
Malcolm Edwards	Libby Ranger District
Sarah Canepa	Yaak Valley Forest Council, Troy
Rod Kramer	Adventure Cycling, Missoula
Tony Barget	Mayor of Libby

Complete results of the interviews can be found in Appendix E.

8.2 Agency Meetings

Two agency meetings were held in October, the first on October 17 and the next on October 19, 2006. The meeting on October 17 was held to allow agency staff, county representatives to participate without having to travel to Helena for a larger agency meeting on October 19 in Helena. The October 17 meeting was held at the Libby City Hall just prior to the public meeting at the same location.

The following people were invited to participate in either one or both of the agency meetings:

Name	Agency/Affiliation	District/Regional Area
Rita Windom	Lincoln County Commissioner	
Tom Grabinski	Forest Service Supervisors Office, Libby	Kootenai National Forest
Lisa Axline	DNRC	Helena
Glenn Phillips	Montana Fish Wildlife & Parks	Helena
Steve Knapp	Montana Fish Wildlife & Parks	Helena
Allen Steinle	US Army Corps of Engineers	Helena
Steve Potts	US EPA – Montana Office	Helena
Tom Pettigew	US Forest Service, Eng. Division	Missoula
Scott Jackson	USFWS	Helena
Ted Burch	FHWA – Montana Division	Helena
Tom Kahle	MDT Planning	Helena
Jean Riley	MDT Environmental Services	Helena

Both agency meetings provided opportunity for the project team to receive input from the agencies regarding issues and concerns along the Pipe Creek corridor and for the agencies to provide a better understanding of land management plans or other constraints or regulations that might affect the corridor.

October 17, 2006 meeting participants included: Tom Kahle (MDT), Jean Riley (MDT), Rita Windom (Lincoln County), Tom Grabinski (U.S. Forest Service), Malcolm Edwards (U.S. Forest Service District Ranger), Becky Timmons (U.S. Forest Service), Frank Votapka (U.S. Forest Service), Ron Clegg (PB) and Stewart Lamb (PB).

October 19, 2006 meeting participants included: Tom Kahle, Jean Riley, Lynn Zanto (MDT), Wayne Noem (MDT), Bob Burkhardt (FHWA), Pat Basting (MDT) (Pat called in from Missoula via Teleconference), Jeff Ryan (DEQ), Scott Jackson (USFWS), Glen Phillips (MFWP), Ron Clegg and Stewart Lamb.



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The discussion during the October 2006 meetings is summarized in the meeting notes in Appendix E. Input received during the meetings was used in the development of the improvement options and used in this Corridor Study Report.

A follow up "Alternatives Screening" meeting was held on May 8, 2007. Meeting participants included: Tom Kahle, Jean Riley, Lynn Zanto (MDT), Wayne Noem, Shane Stack (MDT), Rita Windom, Marc McCully (Lincoln County), Malcolm Edwards, Paul Stantus (US Forest Service), Tom Grabinski, Bob Burkhardt, Scott Jackson, Ron Clegg, Dennis Naillon (PB) and Lani Eggertsen-Goff (PB).

The main outcome of the morning meeting on May 8, 2007 at the Forest Service Supervisor's office in Libby, and the field trip that occurred in the afternoon along the study corridor, was that a new Option would be created. This would include a different combination of spot improvements, snow removal improvements and other variations to the Options presented initially to the group.

9.0 Next Steps

The following identifies the next steps that will occur for the Hwy 567 corridor from RP 6.1 to RP 20.1.

- Copies of this Corridor Study will be made available for public and agency review for 30 days
- Public and agency comments will be addressed and this Corridor Study document will be finalized in December 2007
- MDT will confirm project scope with the County
- MDT will program recommended project based on available funding
- The environmental process will be completed, then the project will move into detailed design and construction of improvements
- Construction is expected to begin once funding becomes available

As part of the Project programming Public Involvement will be continuous throughout programming Project and environmental review process.

List of Preparers

This Libby North Corridor Study was prepared by the following individuals:

Montana Department of Transportation

Name	Title	Agency
Lynn Zanto	Supervisor, Statewide and Urban Planning	Montana Department of Transportation
Tom Kahle	Planner	Montana Department of Transportation
Jean Riley	Environmental Engineer	Montana Department of Transportation
Wayne Noem	Secondary Roads Engineer	Montana Department of Transportation
Shane Stack	Engineering Services Engineer	Montana Department of Transportation

Lincoln County

Name	Title	Agency
Rita Windom	County Commissioner	Study Partner
Marc McCully	Maintenance Supervisor	Alternatives Workshop participant

Resource and Regulatory Agencies

Name	Title	Agency
FEDERAL AGENCIES:		
Bob Burkhardt	Statewide Planning and Research Engineer	Federal Highways Administration
Craig Genzlinger	Statewide Tribal Coordinator	Federal Highways Administration
Tom Grabinski	Lands Officer/State Highway Project Coordinator	U.S. Forest Service-Libby
Malcolm Edwards	Libby District Ranger	U.S. Forest Service-Libby
Paul Stantus	Forest Engineer	U.S. Forest Service-Libby
Becky Timmons	Forest Archeologist	U.S. Forest Service-Libby
Scott Jackson	Wildlife Biologist – Section 7	U.S. Fish and Wildlife Service
STATE AGENCIES:		
Jeff Ryan	Water Quality Specialist	Montana Dept. of Environmental Quality
Glen Phillips	Chief, Habitat Protection Bureau	Montana Dept. of Fish Wildlife and Parks

PB Americas

Name	Title	Project Role
Ron Clegg, P.E.	Area Manager/Client Relations Manager	Project Manager
John Barnhill	Graphic Designer	Graphic Design
Lani Eggertsen-Goff	Environmental Planner	Study Document Preparation, Wildlife Enhancement Credit System Technical Memorandum Preparation
Janine Flora	Project Administrator	Study Document Preparation
Ivan Hooper, P.E.	Traffic Engineer	Traffic Engineering Task Leader
Stewart Lamb	Environmental Planner	Land Use, Social and Demographics, Geographic Information System mapping
Pam Murray	Community Outreach	Community Outreach
Dennis Naillon	Civil Engineer	Engineering Task Leader



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PBS&J



Name	Title	Project Role
Mark Traxler	Wildlife Biologist	Biological Resources Investigation and Wildlife Linkage Analysis
Michelle Arthur	Senior GIS Analyst	Wildlife Linkage mapping
Charlie Vandam	Senior Planner / Environmental Scientist	Wildlife Linkage Analysis

Tetra Tech, Inc.

Name	Title	Project Role
Richard P. Dombrowski, P.E.	Senior Geotechnical Engineer	Preliminary Geotechnical Study
Jeremy Dierking, E.I.	Geotechnical Engineer	Preliminary Geotechnical Study

Am Tech Services

Name	Title	Project Role
Annell Fillinger	Public Relations	Public Relations



Appendix A

Corridor Photos



Appendix B

Preliminary Geotechnical Corridor Study



Appendix C

Preliminary Biological Resources Investigation



Appendix D

Preliminary Wildlife Habitat Linkage Analysis



Appendix E

Consultation and Coordination, Public Involvement



Appendix F

Cost Estimates



Appendix G

Forest Service Bridge Report